

THE SCHOOL ISSUE.

Liberals are indeed guilty of "brazen" hardihood who attempt to institute comparisons between the conduct of the Conservative government of 1896 in undertaking to force the province of Manitoba to restore the separate schools it had abolished and the position of the Liberal government of 1905 in providing for the continuation in the two new provinces of the educational system the people who alone are interested have themselves established. It is remarkable that the degenerate Liberals of the present day have the hardihood to undertake the defence of such a course. But in our brazenness and effrontery we assume the Saskatchewan and the Albertans who are to know precisely what they want. There is no reason in the world that we know of why they should not have a school system they have themselves proved, and which they declare to be the best in the world. Up to a certain point the system is non-sectarian. Beyond that point it is non-sectarian to those parents who prefer to have it so. Not a public man within the new provinces, with the exception of Premier Haultain, has raised his voice against the educational clauses. With the Premier it is purely a question of politics. Being a Conservative, Mr. Haultain can see no good features in any of the provisions of the Autonomy Bills. He has gone to London on the advice of his party leaders at Ottawa to take part in the campaign against the Hon. Charles Hyman, and, although it has been expressly declared for a purpose it is not difficult to divine, that the school question will not be one of the issues raised by the opposition, it is plain that it will be practically the only issue, and that London will indicate plainly and emphatically the attitude of Ontario towards the educational clauses. What ever the verdict of London in the heat of a purely sectarian conflict may be, there is not the slightest doubt what the decision of Canada as a whole will be when the matter comes to be considered in a calm and deliberate mood. If the Privy Council decided that the federal authorities were invested with sufficient powers in educational matters to protect the minority from assumed wrong at the hands of the majority, the popular voice of the Dominion will declare very emphatically that any action of the federal powers which would have the effect of practically making impossible the raising of race and creed issues in times of great political excitement was justifiable and statesmanlike.

RAILWAYS AND PATRIOTISM.

The friends and defenders of transportation monopoly in British Columbia, finding their original position indefensible and absurd, have shifted their ground. Their contentions respecting the possibility of the province being drained of its wealth as a result of the construction of a railway having a fraction of its line through the state of Washington being received with decision, they tell the people of the Similkameen and other locked-up and barred-in regions that they must not be too selfish. The welfare of the whole of the province and all Canada must be considered as of higher importance than the interest of any particular section. As a matter of convenience and economy the C. P. R. was permitted to cut through the state of Maine to reach the Atlantic seaboard. The same line was its American competitor in the middle and the extreme West, and there is no record of any protests from the districts so served, although the people of the United States are extremely careful to guard against the "draining proclivities" of foreign corporations. The Grand Trunk Railway Company, a Canadian corporation, and the Michigan Central Railroad Company, an American institution, cross and recross the border many times for the sake of convenience and short routes. It has never been so much as hinted that either country is being drained or impoverished by the operations of these lines. No portion of the United States or Canada was ever asked to perform a patriotic part and be dormant until home-produced capital could be induced to come in and earn profits in the districts served by the border roads. Why are the people of British Columbia to be discriminated against?

Not because the C. P. R. objects. Certainly not. The agents of the great Canadian company, it is true, are at Ottawa applying all the enormous influences at their command to prevent the passage of the amendments asked for. But they are not doing this because they desire any special advantages for their line. It is not because they fear their company would be compelled without a bonus of any kind to build the short connecting link in British Columbia for which they demanded a bonus of more than a million and a half of dollars at the late session of our legislature. Not at all. It is because the V. V. & E. is a foreign corporation, because as an American institution it would but supply in the United States; not a speck or a pick or a spike would be purchased from a coast or a Canadian merchant; because all the labor would be secured in the United States; after the road was built it would be operated by Americans. Patriotism pure and undefiled, without a speck of the alloy of selfishness, is the actuating motive of the opposition, of what craft to argue that the promoters of the V. V. & E.

are Canadian gentlemen with all their interests in British Columbia and dependent upon the progress of British Columbia for the fullest development of their interests? It would be just as little vain to suggest that the Canadian merchant is protected from unfair discrimination by a tariff ranging from 50 per cent. upon all the implements that may be used and supplies that may be consumed in the course of the work of construction. It might also be urged that the V. V. & E. being a Canadian corporation, if any unfair discrimination against Canadians securing employment either on the work of construction or on the work of operation after construction, the company would be subject to the provisions of the alien labor law. That that law is not a dead letter the Pere Marquette Railway has found out to the cost of the company was found guilty of the grossest discrimination in discharging Canadians from high offices and low solely for the purpose of making room for personal friends of the chief officials. Within a specified time the employees so favored are all to be huddled back to the place from whence they came.

To sum up the whole matter, there are no reasons save those of pure altruism and unalloyed patriotism whatever for the obstacles that are being placed in the way of the Similkameen and the southern interior of that which they have long sought direct connection with the coast cities. If the patriotism in question were not so ardent and at the same time so unreasonable when all the facts are considered, we are convinced it would be withdrawn. If the patriots had any other class of people than those of British Columbia to deal with, they would never have assumed that we, who have been volunteering time and again through our legislature to assume a heavy addition to our provincial debt in order to assure the aforesaid connection, would refuse to consider such a proposition upon terms without a parallel in the history of railways in the province. The situation as a whole is as grotesque as the position of the opposing influences is daring. If the dupes could but behold the state of unrestrained mirth within the sanctum of the chief moulders of public opinion they would not entertain a very high opinion of themselves.

LESSONS OF THE BATTLE.

After reading the first accounts of the Battle of the Sea of Japan the amateur naval expert, whose name is legion, incontinently arrived at the conclusion that the battleship is of a trifling value as a factor in naval warfare. The earlier dispatches contained practically no details of the manner in which the great fight was conducted or of the part played in it by the various vessels of various degrees of strength under the command of the great Togo. The Russian fleet was practically annihilated with fearful slaughter of its complement of sailors. The Japanese escaped unscathed, in a comparative sense. The natural deduction was that torpedo boats and destroyers had committed all the havoc, because if the affair had been a standup fight between battleships of practically identical power in armament there could have been no such disparity between the extent of the losses in the command of the great Togo. The Russian fleet was practically annihilated with fearful slaughter of its complement of sailors. The Japanese escaped unscathed, in a comparative sense. The natural deduction was that torpedo boats and destroyers had committed all the havoc, because if the affair had been a standup fight between battleships of practically identical power in armament there could have been no such disparity between the extent of the losses in the command of the great Togo. The Russian fleet was practically annihilated with fearful slaughter of its complement of sailors. The Japanese escaped unscathed, in a comparative sense. The natural deduction was that torpedo boats and destroyers had committed all the havoc, because if the affair had been a standup fight between battleships of practically identical power in armament there could have been no such disparity between the extent of the losses in the command of the great Togo.

Details and incidents of the battle are beginning to come in, and it cannot be said that in their narration they are calculated to enhance the credit or prestige of the Russians. In some instances the crews of captured vessels are represented as having been in a state closely bordering on panic when they fell into the hands of their captors. One might deduce from such facts what might be a tolerably correct inference that the disastrous calamity that befell the fleet of Rojestevenky was due in part at least to the state of nervous prostration in the Russians, and in part to the enthusiasm, tempered by cool judgment, unflinching courage and daring, of the Japanese. The commanders of the majority of the Czar's ships submitted with the sulken indifference of the fatalist to the fate their enemies pouched into them, with the zest of the new Orientalism, but there were exceptions. The case of Admiral Nebogatoff was one of the exceptions. If the facts as related can be developed into facts established, it would perhaps be more tolerable for the Admiral and his officers to tarry in Japan, for little mercy will be shown them by their judges when they arrive home. And the loudest in the demands for punishment in keeping with the benevolence of the offence will be men who would fall into a state of nervous collapse if they were ordered by their august master to

go forth in the name of Holy Russia and take vengeance upon her cursed but unconquerable enemies. The result of the last naval engagement of importance in the Russo-Japanese war, we affirm, cannot be explained except upon the hypothesis that the state of the ship Admiral Nebogatoff fought represented in a degree the state of the Russian fleet generally. On paper and actually Admiral Rojestevenky passed through the Straits of Korea with more ships and a more powerful armament than his contemporary Togo possessed. The Russian had under his direction eight battleships, four of them new and of the highest power. The Japanese is reported to have had but three, although he may have had four. It is not possible to the world to know absolutely what the naval or military resources of the Mikado may be. In cruisers the rivals were about equal, with the preponderance of power probably in favor of Japan, but not to such an extent as to overcome the tremendous disparity between the fleets of battleships. Togo, of course, had at his service a greater number of vessels of the torpedo and destroyer types. But, as has been pointed out, these were not brought into effective service until the enemy was hammered into helplessness by the heavy artillery of the larger ships. The facts being that the Russians brought into action a greater number of heavy fighting ships armed with a larger number of long-range, large-calibre guns, must not the conclusion be accepted that it is the animate material, and not the inanimate, that is effective in naval warfare?

"PATRIOTISM," ETC.

It is intimated, no doubt on authority, that there is no "analogy" between the case of the V. V. & E. and the Mikado Central Railway or the Grand Trunk or the Maine short line, which latter is part of the C.P.R. system. We suppose we might as well make the analogy complete and comprehensive by including the "Soo" line to St. Paul. If that road had been built by foreign capital, as of course no part of the C.P.R. or any other railway running through Canada was, it would have been criticized as a transportation straggle designed to "drain Canada of her magnificent resources." Having been constructed by patriotic money at the instance of unquestioned and unimpeachable patriotism, it is of course a product of patriotism. It is a short line and a direct route. It can be worked more economically than a roundabout and circuitous route, therefore, while it has given settlers an opportunity to open up, develop and utilize a large section of what might otherwise be a comparatively unproductive country, establishes cheap rates where dear rates might otherwise rule, and at the same time earns dividends for its proprietors, it is justified on its record. But that was not the experiment. It was risky even with patriotic capital in the hands of patriotic Canadians. It does not "drain" our country of its resources because the men who control the line would not go into the drainage business even if there were increased dividends to be drained out of it. But no one knows what might happen if British Columbians were to be accorded such privileges as the other sections of the Dominion have not been refused.

And then, again, the railway lines in the east and the centre and the west, which cross the border do so boldly and honestly. They do not "wind" across from one side to the other in a sneaking fashion as the V. V. & E. would like to do. The C. P. R. runs trains into Seattle. It has agents in the Sound cities and we have no doubt sells tickets there and undertakes to transport passengers and freight from there to all parts of the country. We assume that the company which asks that the V. V. & E. shall not be granted permission to cross the border in quest of a feasible grade refuses to be a party to the draining of Canada of her wealth and resources of men and materials. We have never been told so, but we have no doubt, in view of the attitude of the C. P. R. organs, that the railway never transports men or freight from Canada to the United States. That would not be in accordance with the principles it professes, and we know that consistency is one of the features of management it never departs from.

Then, again, as we are told, there is no analogy between the case of the Maine short line and that of the V. V. & E. because the route through Maine was undertaken for economic reasons. The economic reasons affect the company, and the patrons of the company. But the economic reasons must not be recognized west of the Rocky Mountains. We of British Columbia have no right to put in claims for equality of treatment on economical grounds. The Manitobans and the Easterners, being an economical people, are entitled to economical treatment. They are comparatively poor and perhaps could not afford to pay the maximum rates for the transportation of their products by circuitous routes in order that railway companies might earn dividends. We are rich. Why should we be granted the right to travel and transportation over a direct route at a minimum of cost when there is a company anxious to construct for us a roundabout line and to carry us over it at rates proportionate to its length? There are actually men and a few newspapers in British Columbia who have the hardihood and the effrontery to stand up for their rights and declare that rights and privileges freely

accorded the rest of Canada—not even questioned in any other portion of Canada—should not be denied to here. But then such persons are not reasonable men nor patriots. They have not the acumen to perceive that the V. V. & E. in its search for a route over which it would be able to operate its trains economically and give its patrons a cheap service "winds" across the border and back again. As if that were not evidence of treachery and an intention to betray us. If the charter were amended in accordance with the request of the company the line with the long route would be forced to either build a short line for itself or to build a short line with the rates on the short, economically operated route, as is the case in all other parts of Canada in which analogous conditions prevail. And yet the people of Similkameen are not content; they refuse to recognize the patriotic principle involved. We on the coast, who ought to be equally interested with them, are apparently more easily duped. We have forgotten the saying about patriotism being the last refuge of a certain class of workers.

Events have demonstrated that Sir Herbert Tupper is not the son of a prophet. The Conservative sweeps which never came off were predicted by the founder of the house; but the successor to the great political inheritance may be more highly endowed. Certainly the prediction of a Conservative victory in London and North Oxford is a "long shot." There is no doubt of a hot time in the constituency of the new Minister of Public Works. All the heavy artillery the Conservative party possesses is being concentrated there, and a majority of fifteen should be quite easily demolished. Nevertheless Hyman is a fighter, and he will be supported by men who are not quitters.

The statistics of emigration and immigration for the United Kingdom for 1904 have just been published by the British Board of Trade. They show that the total passenger movement outward was \$43,877 to non-European countries and 718,650 to European countries, and inward 241,896 from non-European countries and 802,949 from European countries. The net balance outward was 127,592. During the year 271,435 British and Irish persons left Great Britain for non-European countries, as compared with 259,950 in 1903 and 295,922 in 1902. The figures numbered 174,1902. The figures numbered 181,599 in 1903 and 174,291 in 1902. Of the total number of native emigrants, English passengers formed 65 per cent., Scotch 14 per cent., and Irish 21 per cent., as against 68, 14, and 18 per cent. respectively in the preceding year. Of the total emigration 152,169, or 34 per cent., went to places within the British Empire, including 61,684 to British North America, and 23,273 to British South Africa. The remaining 301,708, or 66 per cent., went to various countries, including 29,945 to the United States, and 40,004 passengers to the United States, but a decrease of 7,898 to British North America, and of 30,546 to South Africa. Of the British and Irish emigrants, 119,504, or 44 per cent., went to places within the British Empire, 26 per cent. going to British North America, and 10 per cent. to British South Africa, and the remainder to other British colonies and possessions. Of those going to foreign countries, nearly the whole number came to the United States. The number of British and Irish emigrants to South Africa was only 26,818, as compared with 50,206 in 1903, and 43,206 in 1902. The number who proceeded to British North America, on the other hand, reached 69,651, as compared with 59,652 in 1903, a number itself in excess of any previous figures. A considerable increase is also observable in the number who came to the United States, these being 146,445 in 1904, as compared with 123,963 in 1903.

Some German editors may in time find out that they had better be very careful about publishing verbatim the remarks of the Kaiser. It is reported from Berlin that the public prosecutor has instituted proceedings against the person or persons responsible for the publication of the false statements respecting the speech delivered by Emperor William on the occasion of the swearing in of naval recruits at Wilhelmshaven. The words objected to are supposed to be those licensing the Japanese to the barbarian Attila and the usurper Napoleon. The Kaiser's remarks are people who might be able to compel respect even from Germans with their Emperor of all the talents, hence the action of lese majesté. The Kaiser's sentences should be subjected to very careful editing. Thoughts which are harmless when given utterance to within the precincts of a German public academy may be capable of evil results when printed for the information of the whole world. Japan is a world power now. Her rulers are very carefully informed of all that is said about her by her neighbors.

Vancouver Herd: A recent issue of the Victoria Times contained double-column notes of Lieut.-Col. J. C. Whyte, commanding Sixth Regiment, D.C.O.R., and Capt. J. Duff-Stuart, adjutant of the Sixth. The Times is to be congratulated upon its good taste in recognizing and appreciating thorough-going soldiers when it sees them.

Mr. Frank Hanington, who is now in the Bank of Commerce in Vancouver, is spending his holidays at home in Carberry Gardens.

PULP CONCESSIONS AND LOGGERS.

To the Editor:—Regarding the aims, objects and intentions of a concern known as the Western Canada Pulp and Paper Company, about which so much has been said, written, inferred and suspected recently, the Daily Colonist of your city had an editorial appearing in its issue of the 23rd ultimo, in which the aims, objects and intentions of the said concern are recommended, and its opponents condemned. And whereas in said editorial the following statement occurs: "J. S. Emerson, president of this association, has written a long letter to the Province of a most damaging character, in which it is set out that the object of the company was not to obtain in good faith timber suitable for the manufacture of pulp, but that it was an attempt to obtain by fraud, misrepresentation and surreptitious methods lands, 85 per cent. of the timber of which is suitable only for the manufacture of lumber. This might be a more serious matter than it is if Mr. Emerson represented a large element of the logging interests of the coast, but from information we have received, the membership is made up of persons principally his own employ." His statements, therefore, are made largely upon his own responsibility."

I may here state that in above statement the editor seems to get "things mixed." The editor of the Colonist, in letters written recently to the Daily Province by the B. C. Loggers' Association, he does not quote from the province at all, but he quotes verbatim from a protest in connection with this matter written by the B. C. Loggers' Association to the Hon. R. F. Green, Chief Commissioner of Lands and Works, on January 6th last, in connection with this matter, which justifies the inference that the editor of the Colonist must have received some suggestions or assistance from the office of the said Chief Commissioner in writing said editorial.

However, I considered that the reference to myself in the said editorial in the manner implied with the interests of our association and that of the public generally, justified a reply which I wrote the Colonist, which was referred to by that paper in an editorial of its issue of the 20th ultimo. But publication of my letter was refused by that paper, which is reflection is perhaps not surprising. Wherefore I beg to enclose herewith a copy of my said letter to the Colonist, in the hope that you will see in it an honest attempt to show the views of the opponents of the said Western Canada Pulp & Paper Company, and that you will make Mr. Editor, relative to this matter (in case the local promoters of this alleged Pulp & Paper Co. are acting in good faith) should surely draw them into the open with logical conclusions, explanations and arrange methods for putting to the test as to who is really telling the truth instead of sneaking around trying to divert attention by attacking individuals members of our association, and by suggesting newspaper articles dealing in generalities instead of coming out like men and stating something above their means regarding their own defence or the defence of their party, and I will ask the local promoters of the said alleged Pulp & Paper Co., dare they come out and state that the published report of the B. C. Loggers' Association is the truth or even mean the truth? J. S. EMERSON.

THE "CAVE SKULLS." To the Editor:—There is nothing remarkable in the discovery of non-Indian human skulls in a cave on the west coast of this island. The Indians there, as late as the "sixties," thought no more of burying the head of a white man than the head of a salmon, unless he were a foreman, or "white chief," likely to be inquired for. Believing the victim in sleep was the usual method of murder, the body was stripped and left to be preyed on, in the forest, or, often, in the sea, but the head, as temporarily, a identifiable relic, was concealed. Between 1890 and 1893, about a dozen men whom I had employed on that coast disappeared, and my belief, as coroner, was that they met their death in the above way. At an early date, probably, a similar fate overtook, in some cases, shipwrecked or captured crews. The skull which Major Hibben showed to me may express an opinion without applying the usual theory—is not that of an Indian, or African or Mongolian; the oval character of the head and the eye-sockets rather indicate the European type, intermediate between these two latter. As the skull form is one of the least variable characteristics of race, the skull from these caves would be much alike were they the relics of a long extinct superior people in the island. The probability is that the skulls will not be found greatly worn by age, and that though of, say the type shown by the specimen, diversities making against the above theory exist. G. M. SPROAT.

HUNDREDS PERISHED. Laborers Drowned in Floods—Earthquakes in Albania and Japan. Durban, Natal, June 2.—A storm which has swept over Pinetown, the centre of the tea and sugar plantations of Natal, caused the reservoir to overflow, resulting in the drowning of fifty Hindu laborers. Later reports say that two hundred persons were killed. The storm resulted in numerous casualties elsewhere. Five Hundred Killed. Cetinje, Montenegro, June 2.—Later details of the earthquake at Scutari, Albania, show that five hundred persons were killed, two hundred were injured, and that the town was completely devastated. There were two shocks. The inhabitants are now living in the open. The authorities have organized parties to search for the bodies of victims, and it is feared that the list of casualties will be considerably increased. Earthquake in Japan. Tokio, June 2.—Severe earthquakes have occurred in central Japan, extending generally from the province of Hiroshima to the straits of Shimonoski. The extent of the damage and loss of life are not yet known, but it is feared the losses are extensive.

CANADIAN NEWS.

New Professor For McGill—Fire in Tobacco Drying Plant. Montreal, June 2.—Clarence Morgan, of Burlington, Vt., formerly connected with the New York Central railway, and latterly treasurer of the Rutland railway, has been appointed professor of the new transportation department of McGill university. Fire. Granby, Que., June 2.—Fire broke out this morning in the Empire Tobacco Company's leaf and drying plant. Two large buildings were destroyed, one of them containing valuable machinery, and the other building several thousand pounds of leaf tobacco. The loss is covered by insurance. Haultain's Speech. Calgary, June 2.—Concluding his address at a banquet last evening, Premier Haultain said he was assured that the backward spring sent the roots deep and the later warmth has been most beneficial. The grain is now 24 inches in height and very uniform. One farmer has 90 acres in the same promise to make his fortune. He seeded it on the stubble last fall without even harrowing the land. Death Rate. Owen Sound, Ont., June 2.—At the meeting of the Grand Orange lodge yesterday, the secretary-treasurer reported that the death rate of the Orange Mutual Life Insurance Association was the heaviest of any society. The rate is ten deaths per thousand, while in other insurance concerns it did not exceed six deaths per thousand. A medical examination and honest medical examination of all risks, and adherence to impartial business principles. THE EQUITABLE LIFE. James H. Hyde Asked to Retire—H. C. Frick Has Resigned. New York, June 2.—Disputed claims of victory by the conflicting factions in the Equitable Life Assurance Society, and an apparent readjustment of interests, marked the meetings of the directors of the Equitable held to-day to pass on the report of the committee of seven, of which H. C. Frick is the chairman. The only results of the meeting, of which official announcement was made, were the rejection of the report of the committee by a large majority, the resignation of Mr. Frick from the board of directors and the passage of the resolutions embodied in the following statement given out by the directors on the final adjournment of the meeting: "The board, after full discussion, and after replies on their behalf to the committee by President Alexander, Vice-President Hyde and Vice-President Tarbell, on the motion of Mr. Schell, adopted the following resolutions: "1. That a chairman of the board be created with plenary powers over all departments of the business of the society. "2. That a nominating committee, consisting of D. O. Mills, John A. Stewart, A. K. Cassatt, T. Jefferson Colburn, August Belmont, J. B. Forgan and Charles B. Frick, be requested to report at a meeting of the board to be called on Wednesday next, a candidate for chairman. "3. That that meeting of the board the executive committee be reorganized and that appropriate amendments to the by-laws should be reported for submission to that meeting for the purpose of carrying out those resolutions. "4. That Mr. James H. Hyde be requested within three months to divest himself of the control of the stock of the society, on such terms and conditions as shall be satisfactory. "The board decided against the acceptance of the Frick committee's report by a vote of 24 to 13.

LANDSDOWNE'S SPEECH. Good Understanding With France Has Prevented Trouble During War. London, June 2.—Lord Lansdowne, secretary for foreign affairs, presided at the dinner of Conservative agents to-night. Replying to the toast of the health of Mr. Balfour, Lord Lansdowne referred to the hope expressed for a renewal of the Anglo-Japanese alliance, and said that the only practical question would be as to how best to strengthen the existing alliance. "Never were the relations between Great Britain and France better or stronger than at present," said Lord Lansdowne, and when the inner history of the recent anxious months came to be written, it would appear that the good understanding with France had been the means of greatly mitigating the friction and troubles which seemed inevitable when a great war was progressing. He said that the one great hope of Great Britain now was to secure peace in the Far East. Lord Lansdowne said the necessity for maintaining the army and navy was illustrated by Japan, which had exhibited a spirit of far-sighted patriotism that all countries might emulate.

THE OAKS. Cherry Lass Won Race at Epsom—Twelve Horses Started. London, June 2.—The race for the Oaks' stakes of 5,000 sovereigns for three year old fillies at Epsom on Monday, was run at Epsom to-day, and was won by Cherry Lass, Queen of the Earth coming in second, and Amitie third. Twelve horses started to be a hollow victory for the favorite, Cherry Lass, who assumed command from the mile post, made the remainder of the running and won by two lengths. Six lengths separated second and third horses.

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THE OBSERVATIONS. Tells How... If Dr. Ha... on his way... British adm... findings on... makes in p... the spiciest... war loosed... those who... India from... Dr. Hand... in charge... quinal, an... on matters... was transf... Hongkong... medical wa... followed by... near the se... patched by... army before... on the Jap... etc., in the... In discha... tuate eno... Arthur elo... and calling... the milita... he found... interesting r... from a me... "I saw... when speak... time ago... headquarte... four hund... of Amur w... bodies. Th... the work... fortress... said Russ... nourished... and lay d... of war... soldiers... could have... bottom of... warships... from the... made to d... Summing... that the R... a degree... a whole an... to bear th... dangers of... SUN... Subjects... nation... Mention... that Noel... Internatio... School wa... the provi... tion open... speakers... Bishop... Hon. Joh... James A... Carolina... Cabot, D... Ellis, D. F... England... George... Levi Gilb... Ness, D... Tennessee... sylvanian... neesee; B... T. McF... Ernest H... John L... G. Brum... William... cut; A. F... Principa... national... take part... and conf... The fe... to be in... ditions of... to Refor... the Clivi... cal Sem... Secular... Missions... Centre of... day Sch... Sunday... Reveren... School;... Wide M... School i... The f... been ar... tendents... Sunday... various... organize... teachers... tor; an... house-t... census;... suits of... enes w... in a d... lowing... izations... the ope... School... "Field... Junior... June... Ann... tee—Q... Meet... "Am—J... ward;... Ann... ciation... Ho... by the... commit... 22nd, 1...